

To:- Phil Sallee - Seattle

c. D Gibbons

Re Input on Proposed Harmonisation Docs – 23rd PPIHWG Montreal

- 1 FAR/JAR I ----- No Comment
- 2 25.901(d) APU Report ----- No Comment
- 3 25.903(e) Combustor Burnthrough

In section 7, Engine Case Burnthrough Model, Rolls Royce believes that the default flame characteristics that should be considered should be 2000 deg C (3632 deg F). The value of 3000 deg F as a default is too low.

In section 8, based on some in service incidents, the words 'will generally fail in a very localised area' should be 'can fail under these conditions' etc. i.e. the effects need not be very localised and words which imply this should be removed.

- 4 25.903(e) ----- No comment.
- 5 25.905 ----- No comment.
- 6 25.934 ----- No comment.
- 7 25.934 ----- No comment.
- 8 25.943 ----- No comment.
- 9 25.1091 ----- No comment.
- 10 25.1093 ----- No comment
- 11 25.1141 ----- No comment.

12 25.1187 Drainage and Ventilation Report

Within the draft AC on page 5, in section 2 the words say that the drainage system is not expected to accommodate large leaks, and a flow capacity of 1 gall /min has been acceptable in the past. This statement seems to be in conflict with AC25.1189 para 7.1.A.1) which talks about massive leaks.

On page 7, (1) Ground Test, as in other area's of this report the use of 'gallons' and 'fluid ounces' should be clarified as US or imperial. (Liters is actually spelt Litres).

13 25.1189 Flammable Fluid Shut-off Means

In the AC in section 7.2, a volume of 0.95 litres or 1 US quart, is quoted as being non-hazardous, whereas in P-NPA-E-37 definition (f) the volume as non-hazardous is 0.25 litres. The values should be consistent, in addition, if a volume of 0.25 (or 0.95) litres is non hazardous, why is an individual volume of 3.75cl the maximum in 25.1187?

Regards, Gordon Cooper